

# **BookletChart<sup>TM</sup>**

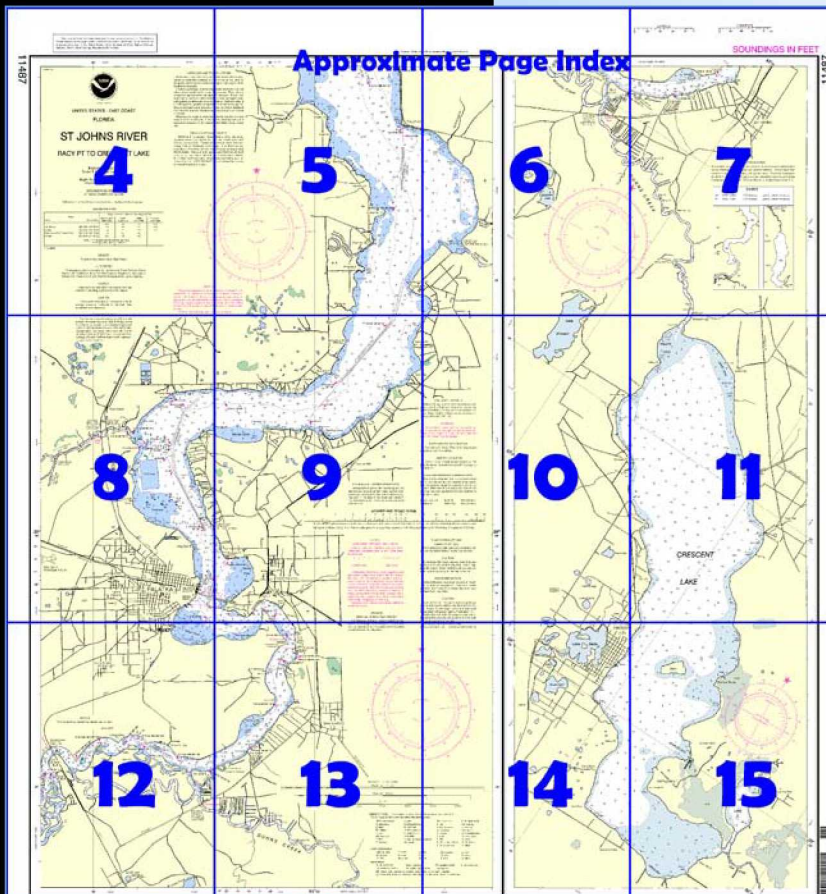
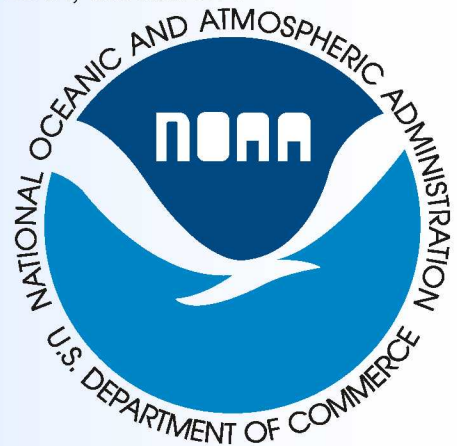
## ***St Johns River Racy Pt to Crescent Lake***

(NOAA Chart 11487)



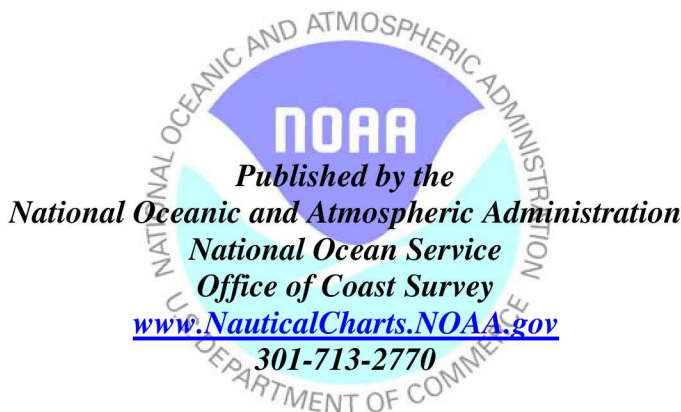
A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

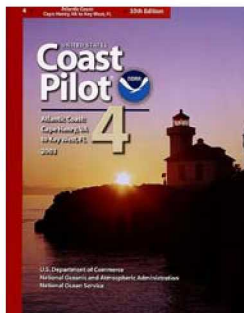
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 4, Chapter 9 excerpts]

(167) **Ninemile Point**, south of Jacksonville, is a sharp point at a wide bend of the river.

(168) **Rice Creek** is used by fuel barges going to the paper plant, 2.3 miles above the mouth. The creek is entered through a dredged channel which leads westward from St. Johns River to near the head of the southerly branch. The depth was 10 feet from St. Johns River to near the head of the southerly branch. The channel is marked by a 273.3° lighted approach range, lights, and

daybeacons. The Railroad bridge, 0.6 mile above the mouth, has a clearance of 2 feet. U.S. Route 17 bridge, 0.8 mile above the mouth, has twin fixed spans with a clearance of 45 feet.

(169) Putnam County Barge Port, southward of the entrance to Rice Creek, has a 410-foot marginal wharf with 8 feet reported alongside. Water, electricity, railroad connections, and warehouse space are

available. Traffic is mostly in paper products. Transient pleasure craft may moor alongside the wharf at their own risk.

(171) **Palatka** is an important town on the St. Johns River 48 miles south of Jacksonville. There are sawmills; wood chips are shipped from them by rail to the papermill on Rice Creek. The marina has facilities for yachts. There are over 30 berths with water and electricity at finger piers in front of a large building 0.3 mile southwestward of U.S. Route 17 bridge. Gasoline and diesel fuel are pumped; ice, marine hardware, accessories, and supplies are available at the marina; and groceries, laundry facilities, and overnight accommodations are available nearby. The city pier northeastward of the marina has berths, electricity, and water. Only overnight berthing is permitted.

(172) **Wilson Cove** is shallow and fouled by hulks, piling, and concrete-ballast blocks.

(175) Along the southern shore of the St. Johns River, 4.5 miles above Palatka between **San Mateo** and **Edgewater**, submerged piling of old piers are a menace to inshore navigation. Keep at least 150 yards offshore. A submerged pile is on the northwest side of the river opposite Edgewater, in about 29°36'00"N., 81°36'30"W.

(177) Shoaling to an unknown extent was reported in St. John River between Murphy Island Daybeacon 18 and Light 20.

(178) **Dunns Creek** is the approach to Crescent Lake used by pleasure and fishing boats. The depth to the lake was 3.2 feet. Northeast storms raise the height of water in the creek. Some of the bends in the creek are sharp.

(179) From St. Johns River the creek should be entered from a point northeast of its mouth, passing 50 yards off the fish traps on the east side of the entrance. The eastern entrance of **Polly Creek** is to the west of the mouth of Dunns Creek, and care should be taken not to confuse the two.

(180) **Murphy Creek** crosses Dunns Creek 0.5 mile inside the entrance. The easterly section of the creek is obstructed by a row of piling in Dunns Creek.

(181) U.S. Route 17 bridge crosses Dunns Creek 0.9 mile above the mouth and has a clearance of 45 feet.

(182) **Crescent Lake** is 11 miles long and has a maximum width of 2 miles. The general depths were between 8 and 13 feet, gradually shoaling toward shore. There are no periodic tides in the lake; the range of tide in Dunns Creek becomes zero near its end. Sudden squalls in the lake cause a chop dangerous to small boats. In the center of the lake, the bottom is soft mud. Near the shore, the bottom changes to hard sand. Large patches of hyacinth drift about the lake with the changing wind. The lake appears to be free of sunken logs, but when navigating near the shore a close watch should be maintained for broken-off piling and sunken logs. On the west side of the lake, 1 mile above Crescent City, is a motel and fishing resort where berths with electricity, water, ice, gasoline, and marine supplies are available.

(183) **Crescent City** is on the west side of the lake. There are a municipal pier and a number of private piers, some of which are in ruins. The municipal pier had 10 feet reported alongside.

(184) A draft of 2 feet could be taken into and for a distance of 5 miles up **Haw Creek** at the head of Crescent Lake. Above this point navigation is obstructed by trees and logs. 3 miles above the mouth is the hulk of a gunboat sunk during the Civil War.

(185) **Dead Lake** is about one mile long and 0.5 mile wide at the head of Crescent Lake and had a general depth of 8 feet in the center. St. Johns Park and the ruins of a dock are on the northeast shore. Considerable hyacinths are found at times in the lake.

# Table of Selected Chart Notes

Corrected through NM Apr. 01/06  
Corrected through LNM Mar. 21/06

**HEIGHTS**  
Heights in feet above Mean High Water.

**NOTE B**  
The controlling centerline depth was 13 feet.  
June 2001

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
The Florida State Grid, east zone is indicated on this chart by dotted ticks at 10,000 foot intervals.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 4 for important supplemental information.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.


**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**  
Numerous fish traps, stakes, and piles are located within the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.869" northward and 0.673" eastward to agree with this chart.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**FISHING AND HUNTING STRUCTURES**  
Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◌ (Approximate location)

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.  
Refer to charted regulation section numbers.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.  
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.  
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

**Bottom characteristics:**  
Bds boulders  
bk broken  
Cy clay  
Co coral  
G gravel  
Gr grass  
gy gray  
h hard  
M mud  
Oys oysters  
Rk rock  
S sand  
so soft  
Sh shells  
sy sticky

**Miscellaneous:**  
AUTH authorized  
ED existence doubtful  
JL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.  
Obstr obstruction  
PA position approximate  
PD position doubtful  
Rep reported  
Subm submerged

## TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Buffalo Bluff	(29° 36' N / 81° 41' W)	feet 1.0	feet 1.0	feet 0.1	feet -3.0
Palatka	(29° 39' N / 81° 38' W)	1.2	1.2	0.1	-3.0
Sutherland's Still, Dunns Creek	(29° 34' N / 81° 36' W)	1.0	1.0	0.0	----
Weilaka	(29° 29' N / 81° 41' W)	0.5	0.5	0.0	----

NOTE: - In Crescent Lake the periodic tide has a mean range less than one half-foot.

(Feb 2006)

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11487

KAPF 275



UNITED STATES - EAST COAST

FLORIDA

# ST JOHNS RIVER

## RACY PT TO CRESCENT LAKE

Mercator Projection  
Scale 1:40,000 at Lat 30°03'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### TIDAL INFORMATION

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Sutherland's Sill, Dunns Creek	(29° 34' N / 81° 36' W)	1.0	1.0	0.0	---
Welaka	(29° 29' N / 81° 41' W)	0.5	0.5	0.0	---

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(Feb 2006)

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

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### HURRICANES AND TROPICAL STORMS

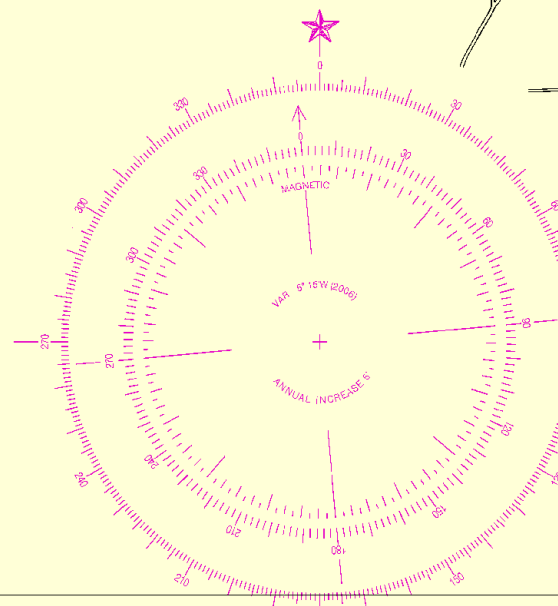
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Refer to charted regulation section numbers.

Joins page 8

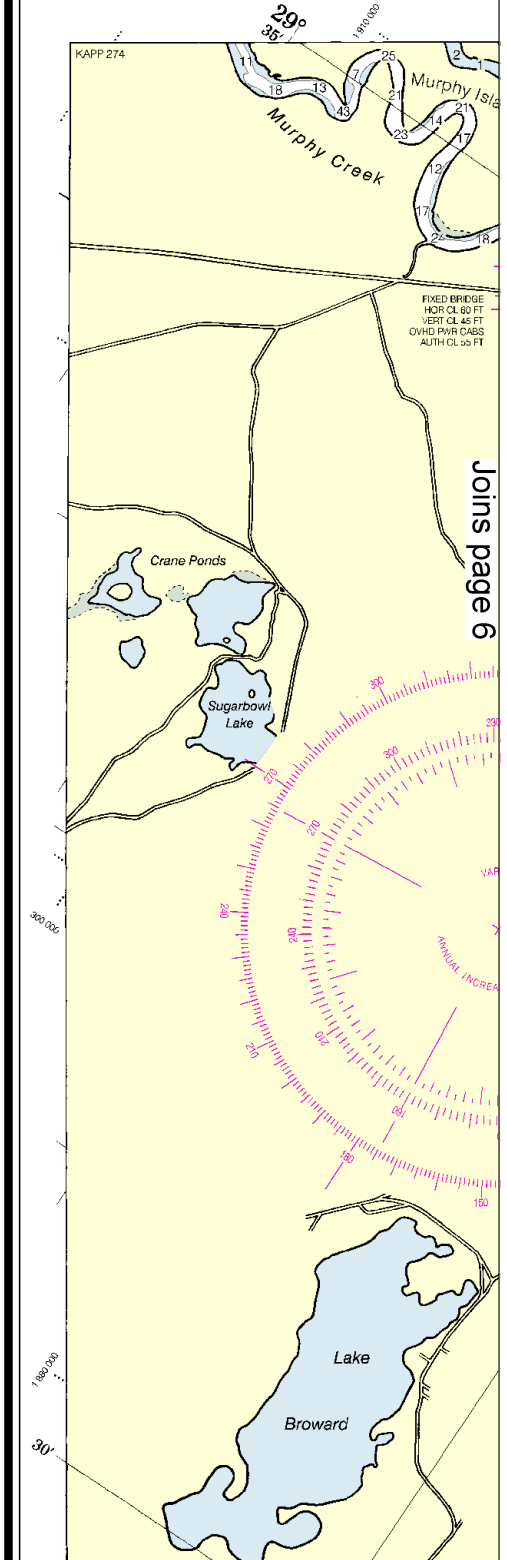
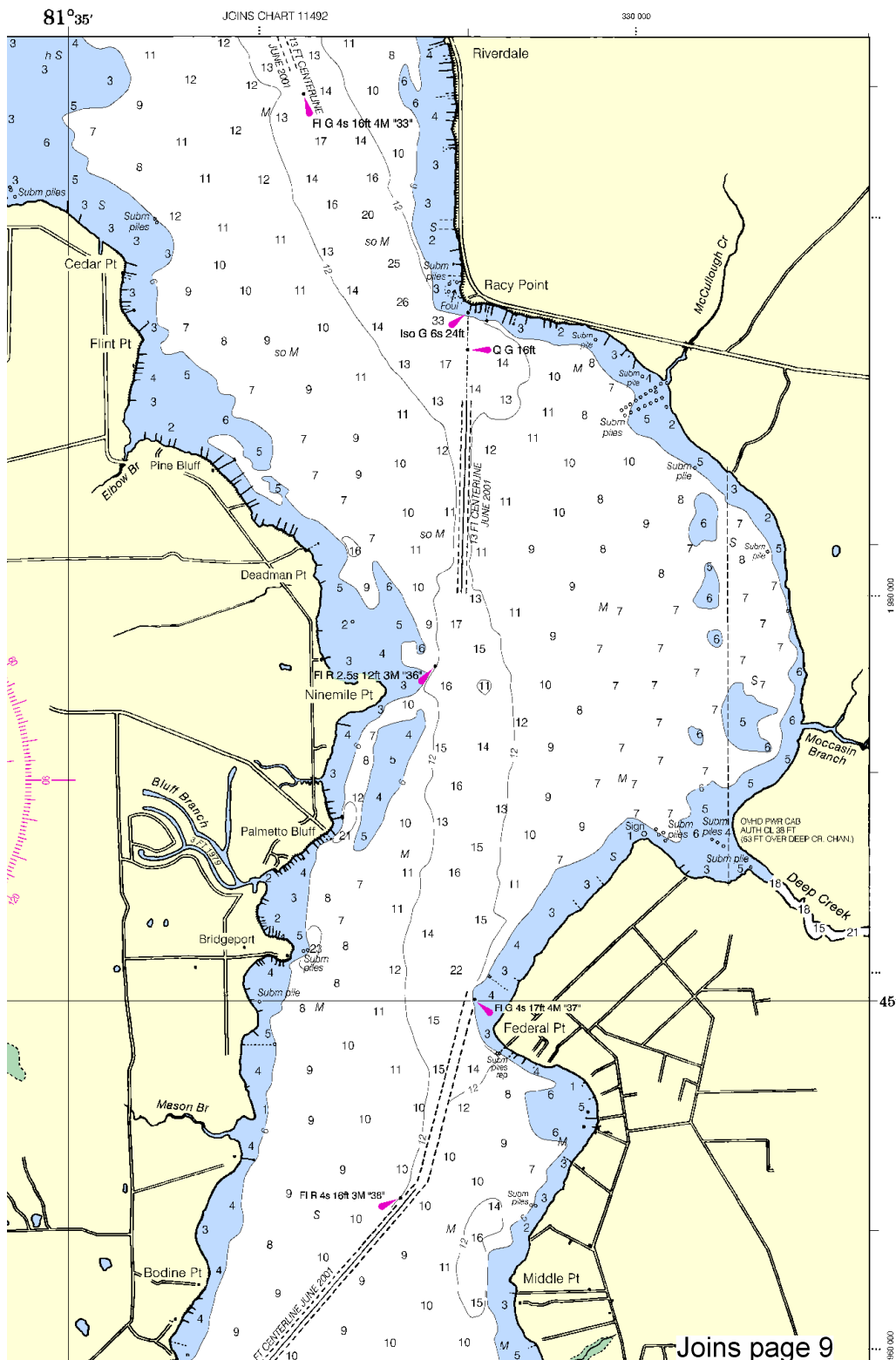
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



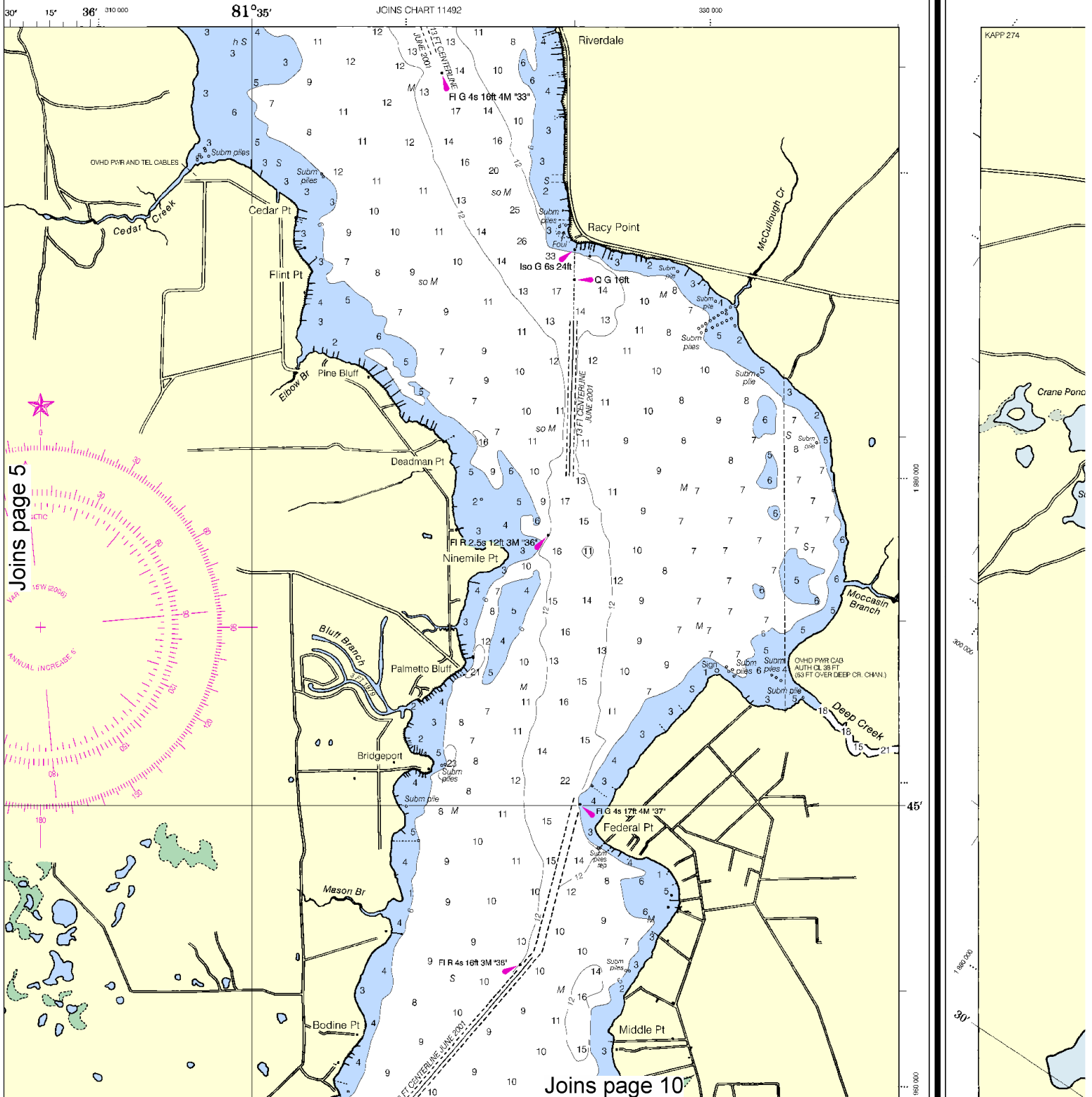




Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



6

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
NGA Weekly Notice to Mariners: 0910 2/27/2010,  
Canadian Coast Guard Notice to Mariners: n/a .

7

# CAUTION

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Joins page 4

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1 560 000

1 560 000

29° 40'

45'

30'

15'

38'

50'

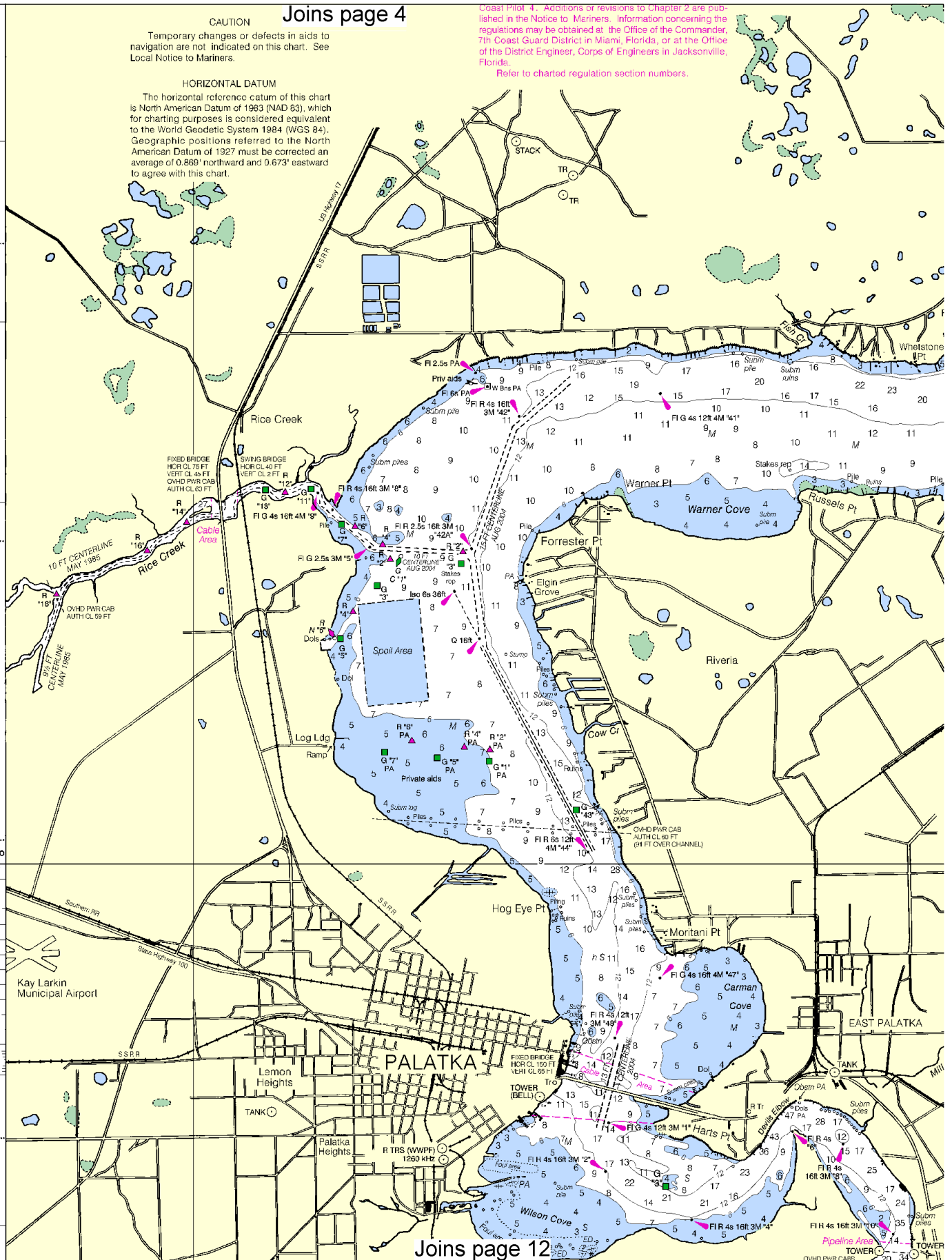
1 500 000

1 500 000

1 500 000

1 500 000

1 500 000



Joins page 12

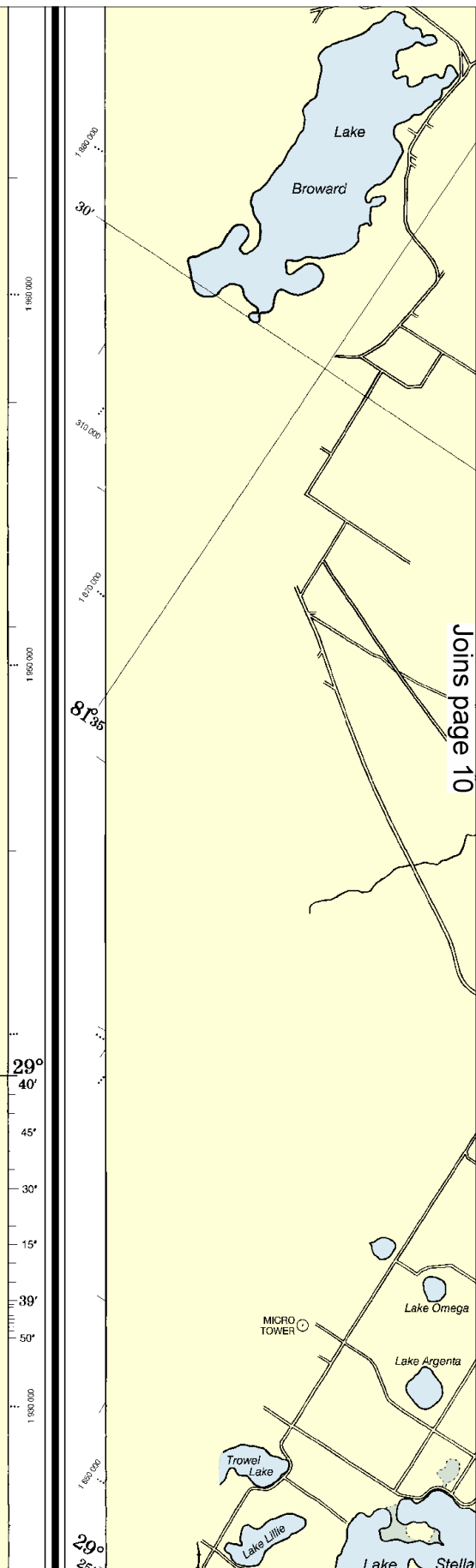
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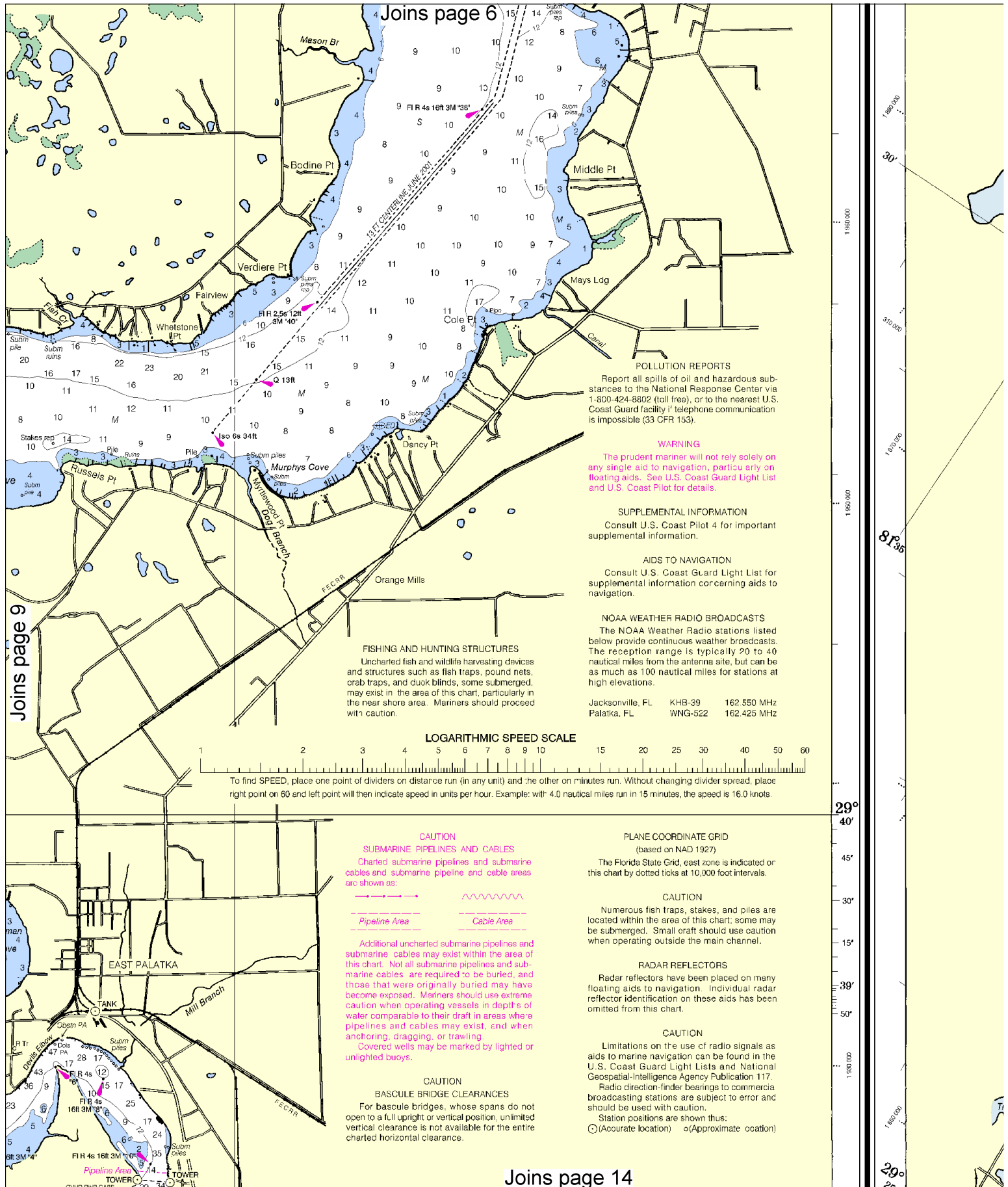
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









10

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

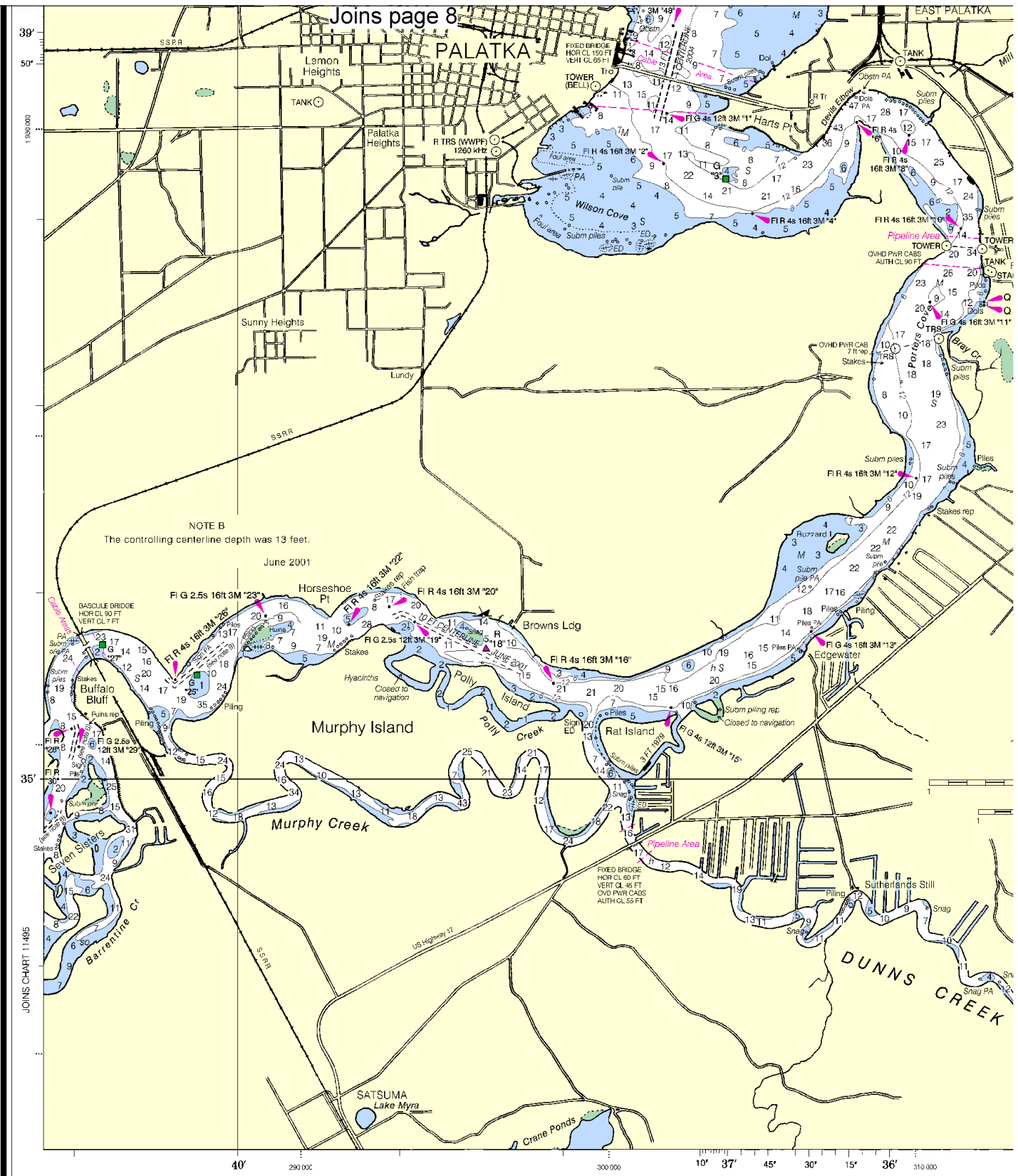
See Note on page 5.

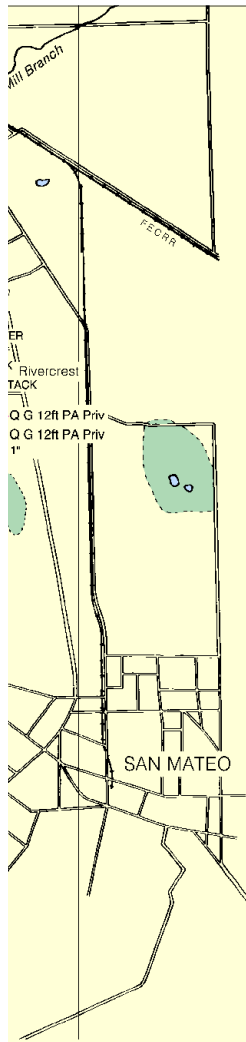


Joins page 7







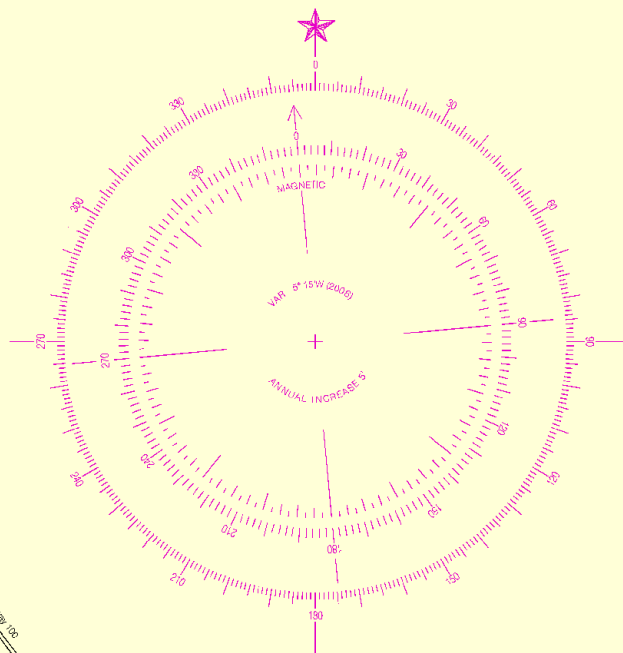


this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

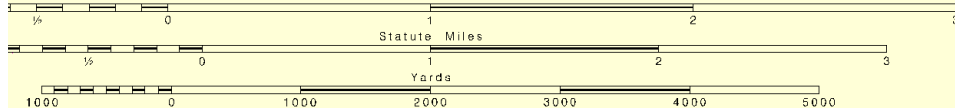
**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
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**Joins page 9**  
a been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
⊙ (Accurate location) ○ (Approximate location)



SCALE 1:40,000  
Nautical Miles



**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

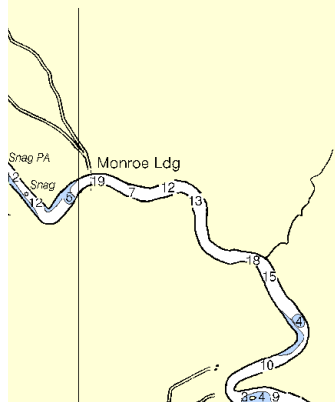
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LI Lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICHO I/R microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Rot radar reflector	WHIS whistle
		R Bn rad beacon	Y yellow

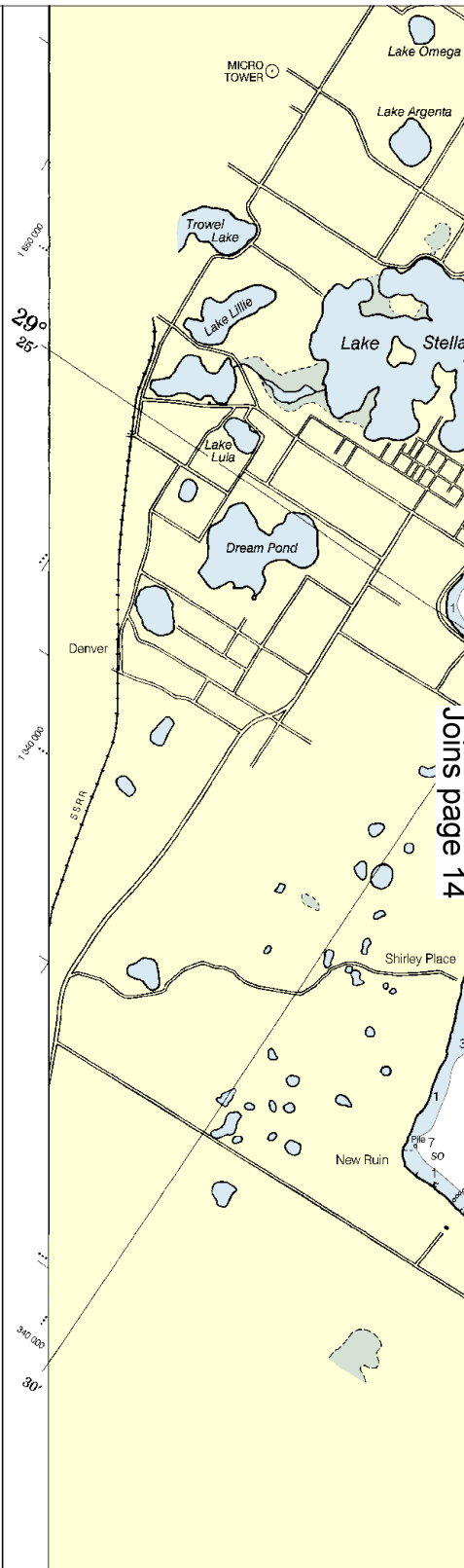
<b>Bottom characteristics:</b>			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

<b>Miscellaneous:</b>			
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			



81° 35' JOINS PANEL TO RIGHT



Joins page 14

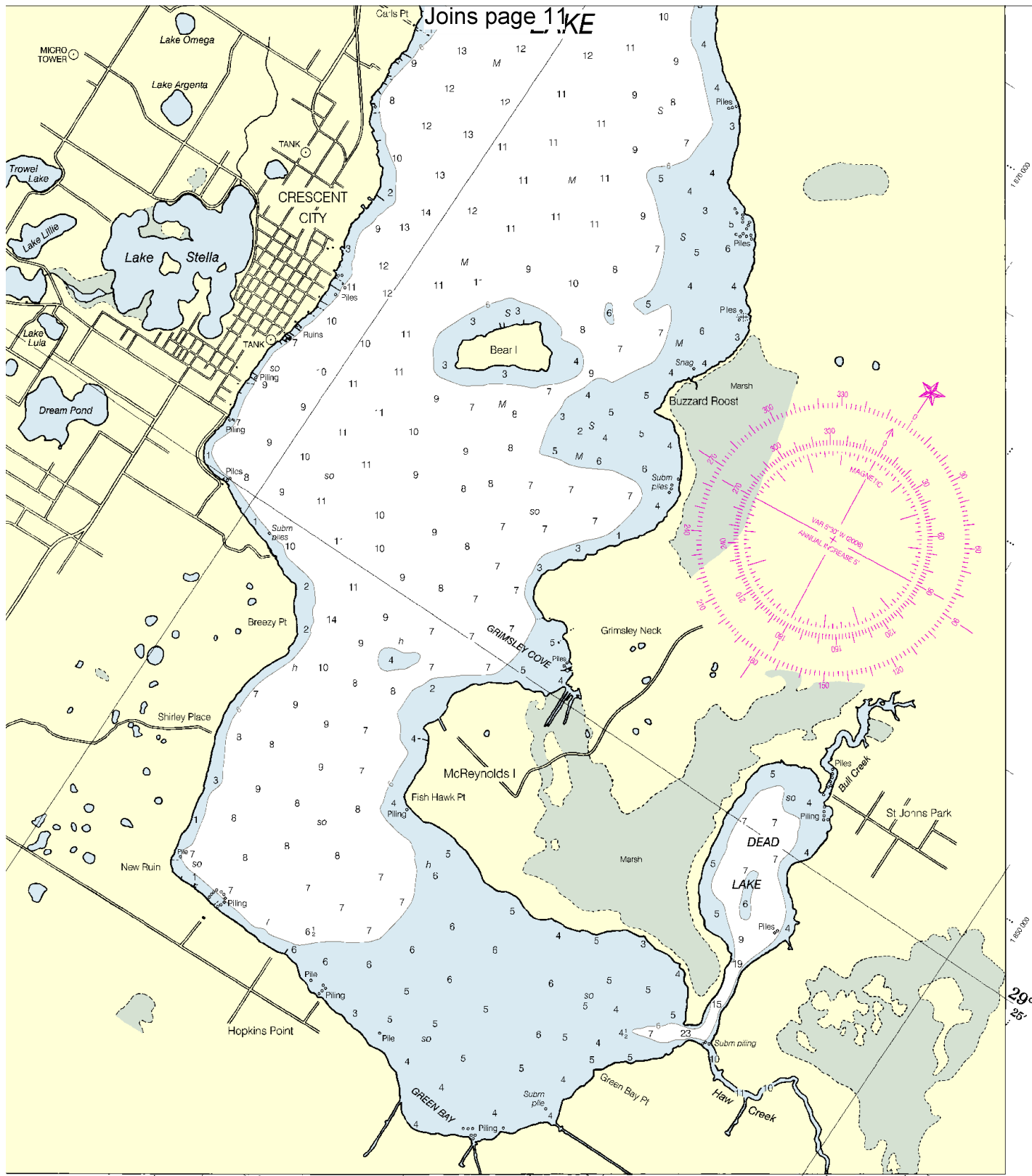
FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7







FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Racy Point to Crescent Lake  
SOUNDINGS IN FEET - SCALE 1:40,000

11487



ED NO. 20



NSN 7642014627122

NGA REFERENCE NO. 11XHA11487

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Mayport SAR** – 904-247-7312

**Coast Guard Ponce De Leon Inlet**– 386-428-9085

**Volusia County Sheriff's Office**– 386-248-1777

**FL Fish and Wildlife Conservation Comm** – 888-404-3922

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).